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Official Organ of the
AUSTRALIAN MODEL RAILWAY ASSOCIATION

"For All Who Are Interested in Scale Model Railroading"

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Affiliated with the Australian Association of Models Societies

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... ALL MODELS EXHIBITION ISSUE ...

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Article 1.

'ALL MODELS' EXHIBITION MELBOURNE 1952.

The Models Exhibition recently held in Melbourne is now past history and those of us who took an active part in the hectic weeks of preparation preceding opening day are only now settling down into normal gear again, and getting to know our respective families once more. The models are safely back with their owners, the stand itself has been stored, the "post mortems" have been held and the "body" laid to rest for another three years.

From the A.M.R.A. point of view the Exhibition was an unqualified success, well worth the effort involved in getting our exhibit before the general public. Total attendance for seven days was approximately 94,000 people, and judging from the strained throats suffered by the fellows manning the stand, we all talked individually to 93,000 of those people.

In the early planning stages of our Exhibit, we decided (rather hesitantly) to incorporate trade displays on the stand, but subsequent favourable comment by many visitors to the Exhibit dispelled any qualms we may have had on the subject. Most people we questioned felt that here for the first time was a representative collection of Australian and (available) overseas model railway equipment, gathered together in one place for inspection by those interested. Furthermore, the stand attendants were free to discuss individual manufacturers' equipment without fear or favour, for nobody had an "axe to grind".

For the benefit of the many A.M.R.A. members who were unable to visit the Exhibition, a description of some features of the Exhibit will be of interest. Perhaps we should explain that all the commercial or "professional" members of the A.M.R.A. were individually invited to display some of their "wares" on small "pulpits" built for the purpose. These miniature stands each 36" x 18" in area and placed in a row along the front of the main display.

Mr. Ray Pearson of Richmond Central Workshops had the place of honour, as it were, in the centre of the stand, with a sceniced operating H.O. layout about 6 feet square. Many thanks are due to Ray for his help and enthusiasm both before and during the Exhibition, and it is worth noting that Ray offered to specially construct and loan us this layout, "without strings", long before we had even thought of including any trade displays at all.

Although the equipment and buildings on the layout were "tin-plate" or "over the counter" stuff, albeit of high quality, the

railway attracted great interest, particularly as two trains were always running continuously during each day of the Exhibition, covering about 6 actual miles a day for each train. The public "lapped it up", as you can imagine.

Pacemaker Model Engineering Supplies of Albury, provided a remarkably detailed and well thought out display in their allotted $4\frac{1}{2}$ square feet, which showed in a very practical way the great advantage of the "little gauges" when space is at a premium. In the limited area at their disposal this firm conjured up a finely scaled model of a bit of typical country town railway, fairly bristling with well balanced detail, even down to the inevitable "one holer" tucked away in an obscure corner.

The Pacemaker exhibit was easily first favourite with the fair sex, and one lass was so enthusiastic about it that she remarked that her husband was in future going to take up model railroading whether he liked it or not. Fortunately for him, he was already as keen as she herself. Pacemaker, through the good auspices of Mr. Bill Gardiner, were also responsible for most of the lettering on the A.M.R.A. stand, and a fine job it was too. Thanks very much, Bill!

Fleet Scale Model Railway Equipment Co. of Sydney sent down a beautifully arranged set of their component parts for 'O' and 'HO' gauges, the lot housed in a specially made display cabinet. This was the first time many of us had seen the Fleet range in its entirety, and the method of presentation drew a great deal of appreciative comment. Incidentally, you can still see this particular display in Melbourne if you missed it at the Exhibition, as Hearne's Hobbies officially took delivery of it after the Exhibition closed, and are displaying it permanently in their Hobby Shop.

Mr. Bruce Hearne of Hearne's Hobbies made up a display of Railway bits 'n pieces, mostly in H.O., but including examples of the now well known range of "Houston" $\frac{1}{4}$ " scale blueprints of V.R. equipment.

Austral Railway Models came good with "exploded" displays of their car kits in H.O. and O, plus several completed cars made up from the kits. Here again, it was obvious that many people had not heard of this manufacturers' equipment, and judging from the interest shown there will be, in the near future, a spate of Austral cars taking shape in various private railway workshops.

The impressive range of very finely detailed O and HO parts displayed in the B.P.R. section came in for their share of interest and favourable comment, particularly as most people had never before seen the complete set of B.P.R. components set out for inspection.

Mr. Jack Richardson did sterling work on the A.M.R.A. Exhibit, for although "on deck" to look after his display of Traction Publications literature at our stand, he did more than his share of "talking trains" with the public on behalf of the A.M.R.A. His unique "sound effects" from behind the scenes gave us many a chuckle at the mystified faces out front, particularly the V.R. chime whistle, followed by a typical "bull" whistle blast. (The Vulcan built 0-6-0 Saddle Tanks at Geelong must have heard Jack, or vice versa). Railways in Australia intends to fully report the railway sections of the All Models Exhibition in their September (?) issue, which will also include several good clear photos of the show, so you'll be able to see a photo of part of the A.M.R.A. Stand in that magazine.

The main display embodied eight shelves 11' long, on which were presented amateur members' models, both in O and HO gauges. Of particular interest was an O gauge $\frac{1}{4}$ " scale model of a V.R. A2 type ten wheeler equipped with Walshearts valve gear.

This locomotive operated automatically on 11 feet of track and in so doing actuated three different varieties of automatic colour light signals. The engines' movements were also shown on an illuminated "route indicator" and many a spectator was noted waiting around to see if the "lights made a mistake" (which they never did) or for the engine to run off the end of the track onto the floor (which it didn't). Over the seven days of the Exhibition this loco achieved the remarkable distance of 40 actual miles' run, within the confines of this eleven feet of track. The signal changes in that distance must have been up around the 50,000 mark. This complete working display was built and provided especially for the Exhibit by Neville Levine, who also sent along a V.R. N class O gauge Mikado, several V.R. cars and a couple of Yank prototype freight cars, all in $\frac{1}{4}$ " scale.

Mr. A. Ducat's freelanced Boston & Maine 'O' gauge Pacific didn't miss the eye of the wandering enthusiast for very long. This fine all-brass $\frac{1}{4}$ " scale engine is even more of a credit to Aub when the fact that it's his first loco is taken into account. The rivet detail in the tender is something rarely seen even in a "professional" model.

Mr. E. Mainka displayed two O gauge locomotives, the old A2 ten wheeler and its modern successor on the Victorian Railways, the new R class Hudson 4-6-4. This latter model is equipped with flywheel drive and as far as we know was the first model of the R constructed anywhere. It came home with first prize for locos at last year's V.M.R.S. Annual Competitions.

Other 'O' gauge locos were shown by Charlie Craig with a rehashed Leeds 0-6-0 tank, Bruce Hearne's Lionel Hudson with Vanderbilt type tender, and a Lionel Prairie 2-6-2 owned by Ray Gregory.

Geoff Lormer provided an example of the art of revamping "tin-plate" engines into locos suitable for scale use. He "worked over" a pre-war Hornby 0 gauge No. 2 Special Clockwork 4-4-0 and by adding various details, rebuilding the tender and providing scale wheels came up with a remarkable likeness to a Stephenson Valve A2, provided one disregarded the wheel arrangement and splashers.

Ray Pearson loaned his American Flyer S gauge Diesel comprising A and B units. The extremely fine detail on the plastic bodywork of this loco is matched by the beautifully finished six wheel bogies of diecast construction.

A rather unusual loco to find in model form was Rick Richardson's part completed 0 gauge $\frac{1}{4}$ " scale 2-8-2 saddle tanker. Those who found this particular type of loco not quite their "kettle of fish" could amuse themselves inspecting the extra detailing on this model, which is equipped with a full set of cab controls and other knick-knacks.

The H.O. locos on the stand, while not large in number, were distinguished by the excellence of the work involved. Dave Gross had on display an altered Hornby Duchess of Athol which really looks handsome if you like the "nuggetty" type of motive power, as against the British idea of smooth lines. He gained most of this effect by extending the smoke box forward and adding German type "blinkers" plus other details.

Dave Bennett also worked over a Duchess, and how! His free-lanced effort, still incomplete, has lost any faint resemblance to the original loco Dave Gross' loco may have had, for even the lines of the cab are altered, and the whole loco has disappeared under a typical mass of Yankee piping, pumps, feedwater heater and what have you. A fine example of "freelancing" a commercial engine, and a credit to its builder.

Dave also had a complete H.O. train on view, comprising a 4-4-0 loco and Tender, a reefer, box car, hopper and a combine to bring up the rear, all Yankee prototype, of course, and all beautifully made. The loco has a strong resemblance to the famous W.Y.C. No. 999, although somewhat modernised in lines and fittings.^{nyc}

Dave Gross also "doubled up" on his loco display by loaning us a smartly painted H.O. Diesel Switcher patterned on the E.M.C. 1000 H.P. job. Alongside this was parked Allan Lowry's dummy model of an E.M.C. mainline passenger diesel, a neat little job which Allan originally made as a Tech. School project.

Tim Dunlop lined up a "worked over" Hornby 0-6-2 tank and three freelaunched box cars for H.O., the latter reminiscent of American "wagon tops" while Allan Houston and his brother presented some "peas in a pod" H.O. V.R. 'I' trucks. Allan turns these little beauties out on an assembly line principle at the rate of one a night, so he tells us. He also had a beautifully finished Shell Bogie Tanker, and V.R. bogie Hopper wagon on display.

Tim Dunlop had the honour of being sole representative of 17/64" scale with an 'O' gauge Norfolk and Western H.J. type coal hopper, a relic of his 'O' gauge days. Peter Eldering supplied an incomplete body of this same prototype, but in $\frac{1}{4}$ " scale, (I wonder how these two fellows formed that very neat 'U' section channelling for the side braces). Peter also showed an 'O' gauge American reefer, painted Pullman green, which was coupled up with (Hooray for Standards!) Doug. McFadden's High Valley reefer, finished in canary yellow and red.

Frank Slovenick showed his versatility with quite an international and interstate collection of rolling stock in both H.O. and O gauge, which included cars built from his kits, a bogie tank car, and a 12 wheeled passenger car.

Ray Gregory fooled most people with a V.R. O gauge 'W' car built almost completely of wood (including the bogie sideframes, though they didn't look like it). This was coupled to a V.R. 'C' van of more usual model construction - Ray's wooden V.R. 'IB' caught the eye of many "beginners" because of its simple wood construction, and Charlie Craig put up the ubiquitous V.R. 'Z' van and several 'I' trucks along with an 'IZ' by Geoff Lormer. To relieve this string of open cars we put in Ray Gregory's 4-wheeled goods van to V.R. prototype $\frac{1}{4}$ " scale.

Structures and other lineside accessories were conspicuous by their absence, apparently nobody thought of this aspect until too late, excepting Geoff Lormer, who had a V.R. Bracket Post somersault home signal (O gauge) and Dave Bennett, who put up a typical American Signal tower in H.O.

Mayer Levy burnt many a midnight candle preparing an exceptionally fine display showing five stages in construction of a V.R. 'I' truck in $\frac{1}{4}$ " scale. The completed car is a gem of railway modelling (you ought to see underneath the thing). The detailing on these cars is seldom seen outside of technical museum work, yet Mayer is a self-confessed "new chum" at the hobby.

Rick Richardson put in a string of eight or nine U.S. prototype freight cars of various types, including a caboose, and a sway

backed and weatherbeaten "old" gondola, all in $\frac{1}{4}$ " scale.

Mention must be made of the fine job Allan Houston made of the A.M.R.A. Emblem. This surmounted the stand and was run by a small electric motor concealed behind the wheel. The wheel and rail were produced $\frac{1}{4}$ full size and were remarkably "life like" in appearance, yet the wheel and rail were made up by Allan entirely of wood. The slowly rolling rust coloured wheel emblazoned with the silver initials "A.M.R.A." set the finishing touch to the display as a whole, particularly as the emblem was spotlighted by a motor cycle headlamp Ray Pearson dug up from his box of tricks.

Ray Perry came to our rescue when we got stuck at the last minute for railing around the stand. He not only loaned us bright steel shafting, but bored posts to micrometer clearances for same, then came in and put the lot up for us. Anyway, he had the honour of signing up a new member after the show had closed on the Saturday night, and we were all busily engaged pulling things to bits. About fifteen men joined up on the spot during the course of the show and Tim Dunlop is still getting completed membership forms back through the mail.

Ernie Dean, as secretary of the A.A.M.S., (the outfit that ran the whole Exhibition) couldn't take much active part in the hectic "doings" on the A.M.R.A. Exhibit. (Ernie is our Treasurer, cum printer cum odd jobs bloke for the A.M.R.A.) But he did his own quiet bit "up front" and we all appreciated his efforts when we got stuck for wallboard, or screws, or leaflets, or anything. (Got any blondes left, Ernie?)

Bryan MacClure and Doug McFadden did the bulk of the cartage work both before and after the Exhibition, per medium of their respective fathers' trucks. Many thanks to the two "Dads" and many thanks to Bryan and Doug. Dave Gross got the bright idea it would save a lot of talking if we printed "handout" leaflets embodying the aims and objects of the Association. He went even further than that and turned up not only with the idea, but with a generous bundle of leaflets under his arm.

Richmond Central Workshops had 10,000 4-page leaflets printed and generously gave the A.M.R.A. the back page for an ad., free of charge. Pacemaker also provided handout leaflets describing their little bit of railway scenery, and giving the A.M.R.A. a "plug" at the same time, so there are now a mighty lot of people who know about the A.M.R.A.

Yes! it was a good show, and plans are already filed away for the next time. We've got a promise from "Ned" Steward to "play trains" (sorry, demonstrate) for the mob at that next show, the way 'O' Gauge House does it. Don't forget, will you, Pop?

Article 2

A.M.R.A. MEETS AUSTRALIAN MANUFACTURERS

Discussions certain to produce beneficial effects on future model railroading in Australia were one of the many indirect benefits to emerge as a result of the recent Exhibition in Melbourne.

Several well-known Australian manufacturers made the trip to Melbourne especially for the Exhibition and many and often long were the informal conferences held with these gentlemen, for A.M.R.A. policy is lined up with the hard fact that the great mass of Australian modellers are primarily interested in building and operating commercially produced scale railway equipment along lines similar to the existing North American set-up.

These recent round table talks (which invariably developed into round the supper table yarns of friendly informality) set the foundations for close knit co-operation between the A.M.R.A., as the consumers' representative, and the oft maligned commercial men who are in the position to make what we all want to buy.

Your Committee met in person for the first time men who until recently were merely "signatures on the end of a letter". We found them all nice fellows, easy to talk to, in fact just the kind of chaps we like to think we are.

They were, individually and collectively, quite happy to receive constructive suggestions on bettering the quality of any new lines they may produce in the future and were equally amenable to sensible criticism regarding their existing products. Many of the talks and decisions made were confidential, so you'll just have to "wait and see". However, we can tell you that the hoary old Australian perennial of 7 m.m. and $\frac{1}{4}$ " scale for O gauge took quite a beating, and the "air" on this subject alone has been cleared a good deal.

Don't forget that these fellows are also Association members, and as such have almost equal rights with the rest of us - (Read your Constitution, brother!). While we potshotted at what we considered were peculiar features of their products and apparent policy, to which we often received the most illuminating (and at times crushing) replies, we in turn were fired at by them on A.M.R.A. policy and other often misunderstood ideas they held on where and for what the A.M.R.A. stood.

They all went away, we hope, with the firsthand knowledge that by continuing on in the same friendly vein as the Melbourne talks, much can be accomplished to the mutual benefit of all concerned and the ultimate benefit of model railroading in Australia.

Unfortunately, Frank Sloveneck of Austral Railway Models couldn't make it this time, but there's a welcome waiting for you when you can come down, Frank!

Gordon Usherwood whirled around Melbourne's model railway world at a staggering rate. As his unofficial host, Ernie Mainka really "went places" for a couple of weeks. Gordon even kidded him to an A.M.R.A. Committee Meeting after all this time, a thing the A.M.R.A. hasn't been able to do in months. So that Fred Steward and Gordon Usherwood could "sit in" on a Committee Meeting, we hastily advanced its normal date one week, which meant four Committee-men couldn't make it, but anyway, both gentlemen got an idea of how the show works even if we didn't have any argumentative fireworks this particular night.

Bill Gardner of Pacemaker landed down in Melbourne two nights before the balloon went up, so he was impressed into stand preparation service. We tried to make up for this by collecting a dozen of Melbourne's O gaugers in a quick round up for a Sunday night earbash on O gauge problems. By three o'clock Monday morning Bill had an awful lot of notes - We wonder what he's gonna do with them!

"Pop" Steward held court behind the A.M.R.A. stand. Funny thing, a lot of fellows kept going in there, and a lot of laughter kept coming out, to say nothing of clouds of cigarette smoke, although we understood there's a law against smoking in the hallowed precincts of Melbourne's Exhibition Building. We wonder who kept starting all those 7 m.m. 24 volt arguments. Very strange indeed, and in 12 volt $\frac{1}{4}$ " scale territory, too!

Bruce Hearne, a self-confessed model plane enthusiast, somehow got mixed up with the model rails, and we believe he liked it, too, so we'll yet see the day Bruce fits an aero engine to an Austral Car Kit, thereby blinding the multitude with science.

Article 3

RED CARPET UNROLLED

A special welcome to N.M.R.A. rep. in Victoria, Russell Liddall. Rus recently joined the A.M.R.A. and we hope to "rope him in" on some job. Be in it, Rus ?

Seriously, it's good to see our local N.M.R.A. man with us, for after all, the A.M.R.A. owes that fine organisation an awful lot. If you want any information on the (American) National Model Railroad Association, write to Rus at 5 Waverley Street, Sandringham, S.8.

Running on the Exhibit of the Victorian Model Railway Society was an engine of the quality and finish most modellers dream of but rarely see. Allan Shorter threw a lot of bits of tinplate, wire solder and what have you high in the air, muttered certain magic words while he caught said parts in tin of black paint. Set aside to mature, the concoction turned out (thirty odd days later) a beautifully detailed $\frac{1}{4}$ " scale V.R. R class engine. The loco is now the property of the local Victorian Model Railway Society, so it's in good and expert hands for keeps.

Try it some time, an O gauge Hudson completely "home grown" (yes, motor too) in thirty days of spare time. That's fast work by anybody's standards.

Article 5

WHICH SCALE ?

By Ern Mainka

Newcomers to the art of modelling railways are probably confused by the mass of figures and data they come across in their search for information, but perhaps the hardest thing for the "O" gauger to decide upon, is the scale he shall follow in building his rolling stock. The following is a summary of scales in regard to Australian conditions :

7 m.m. to one foot scale. This scale is most used in England and a good deal of English equipment is obtainable here. In Australia 7 m.m. modellers are most numerous in N.S.W. where they are fairly well catered for by several Sydney manufacturers who mostly make items to N.S.W. prototypes. 7 m.m. scale has the advantage of allowing more space in locos to install the motor, the leading bogie is less likely to foul the cylinder on curves and there is greater clearance for valve gear.

17/64" to one foot scale. This is the most accurate scale, but has not become at all popular. So far as I know, there are no commercial parts available so it would be just as well to forget about this scale, unless you are really "keen".

$\frac{1}{4}$ " to one foot scale. This scale is commonly used in U.S.A. but because of trade difficulties we see very little American equipment in Australia. However, for some unknown reason, $\frac{1}{4}$ " scale has "caught on" in Victoria and to lesser extent in other States.

The advantages of $\frac{1}{4}$ " scale are that rolling stock is much shorter, which is important where space is a consideration, track centres could be closer together at sidings, because of narrower vehicles, there is less weight for locos to haul, an advantage on

curves and grades, and also a saving of material from a manufacturers point of view with a possible reduction in prices.

Most $\frac{1}{4}$ " scale equipment that is available on the market is made to Victorian or American prototypes.

So there you have it, if you choose 7 m.m. you have a bigger range of ready made parts, you build to English or N.S.W. prototypes and the making of a loco is less of a headache.

If you choose $\frac{1}{4}$ " scale, you will find very little ready made equipment, so you have to make most of it yourself, but when you've made it, you can get a bit more in less space.

A question you may well ask is "Can I mix $\frac{1}{4}$ " and 7 m.m. scale vehicles?"

Well, it just depends on how fussy you are and what vehicles are mixed.

Some prototype goods trains are made up of all sorts of odd vehicles and even the heights of similar vehicles vary. In modelling the lengths do not matter very much but the widths may look a little odd.

The main point to watch though, is the height of a loco in relation to say a van or passenger car coupled close to it, for it would look a bit odd with a $\frac{1}{4}$ " scale loco hauling a 7 m.m. van or passenger car which is higher than the loco. (A 14 ft. high vehicle to 7 m.m. scale is about a $\frac{1}{4}$ " higher than the same vehicle built to $\frac{1}{4}$ " scale.)

A modern locomotive is usually the largest part of a train, as it is built to the limit of the loading gauge.

So the modeller can possibly get away with it by using a 7 m.m. loco to haul $\frac{1}{4}$ " stock. Purists will not agree with this, but the $\frac{1}{4}$ " scaler has no other choice but to make his own locos or wait for a commercial job to appear on the market.

Article 6

"WRECKER" CREW

On the way home from an A.M.R.A. Committee Meeting on the evening of Friday, 17th October, Secretary Tim Dunlop's car was wrecked in a collision.

Allan Houston and Rick Richardson were passengers and Allan joined Tim "counting the birdies" leaving Rick to pick up the bodies on his own.

Tim, unfortunately, suffered a fractured skull and other injuries, and flying glass slit Allan's finger badly. However, Allan is now mending satisfactorily, but Tim is still wasting time in Ward 4 of Caulfield Convalescent Hospital, though progressing well.

If any of you haven't received correspondence etc. that you should have received, it's Tim's fault. He disorganised everything, quite the silliest thing any Secretary could possibly do, and most inconsiderate. So get well quickly, Timothy, we can't do without you.

"And drop the poor bloke a line, care of above, or Tim's home address. He would love to hear from you, or see you".

Ed.